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PROCEEDINGS
OF THE
CHAMBER OF COMMERCE
OF THE
STATE OF NEW-YORK,
ON THE
BURNING OF THE SHIP BRILLIANT,
BY THE
REBEL PIRATE ALABAMA,
TUESDAY, OCTOBER 21, 1862.

NEW-YORK:
JOHN W. AMERMAN, PRINTER,
No. 47 CEDAR STREET.
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1862.





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STATE OF NEW-YORK,
ON THE
BURNING AT SEA OF THE SHIP BRILLIANT,
AND OTHER VESSELS, BY
THE REBEL PIRATE ALABAMA.

At a special meeting of the Chamber of Commerce of the State of New-York, held Tuesday, October 21st, 1862, "to consider what action, if any, should be taken in consequence of the burning at sea, by the steamer Alabama, of the ship Brilliant and other vessels," Mr. A. A. Low, the Vice-President of the Chamber, having vacated the chair in favor of Mr. R. B. MINTURN, presented the following address and resolutions:

MR. CHAIRMAN:

Since the outbreak of the rebellion in the Southern States, which has resulted in civil war, three events have occurred which possess a national interest, and are of very considerable importance to the whole maritime world. I refer to the destruction of one hundred light-houses, more or less, which had been erected by the Government of the United States along our Southern coast, from the

Chesapeake Bay to Florida, and from Florida throughout the Gulf of Mexico, from Key West to Matamoras.

On every cape and headland these beacon-lights shone out, and on every inland shore, alike as a warning to the sailor against the breakers on the coast, and as a guide "to his destined haven."

The darkness of night is still unrelieved along this entire line of coast, except at points—now not a few—where the national power has been re-established and the lights restored.

This wholesale destruction of these hundred light-houses, or the removal of the lights therefrom, was suffered to take place without any special condemnation of the perpetrators of this wrong against the race of men "who go down to the sea in ships;" or, if the act has been condemned abroad, it has failed, if I mistake not, to attract any formal notice of foreign powers.

The second event, in order, was the "stone blockade," by which it was attempted to stop, for a time, the main entrance to the port of Charleston, S. C.—an act deliberately done, after due notice, and not necessarily exposing ships, in pursuit of a lawful traffic, to destruction; nor, as is now abundantly evident, doing a permanent injury to navigation. Nevertheless, the stone blockade was thought to be of such importance as to justify the protest of Great Britain; and, by the press of England, the act was denounced as a flagrant offence against the commercial world.

The third event—if I may describe a whole class as one—is the recent destruction by fire, on the Atlantic Ocean, of the ship "Brilliant," and numerous other vessels, under the American flag, by a steamship, which recently put to sea from the port of Liverpool or Birkenhead, and is now known as the "Alabama." This act awaits the judgment of "neutral" nations, whose opinion thereon will doubtless be expressed in due time.

Of the "stone blockade" established by the United

States government, which so promptly called forth the animadversion, if not malediction, of our censors on the other side of the Atlantic, it may justly be said, that it was an innocent imitation of a method steadily but more effectually pursued by the rebels to shut out from their ports the people to whom they rightfully belong.

The other two of the occurrences referred to, viz., the destruction of light-houses on the coast, and burning of ships on the ocean, are progressive steps of a self-styled confederacy, by which a people, without a *name* among the civilized nations of the earth, seek to become known, and claim a recognition; a people who burn their own "King" (cotton) that he may not become a benefactor of man; who would dethrone all the principles of justice that they may found another kingdom, whose "corner stone" shall not be freedom of man, but the slavery of a race.

As a preface to a series of resolutions which I propose to submit to the Chamber, I will, with your permission, read a statement which has appeared in the daily papers of the city, as emanating from Captain HAGAR, of the ship "Brilliant."

"Captain HAGAR reports that he was from New-York, bound to London. On the morning of October 3d, in latitude 40, longitude 50.30, the wind from N. E., a large ship in company about a mile to windward. Soon after, a steamer was seen on the weather-bow, standing to the westward, under sail. The steamer, on nearing the ship to the windward, ran up at her peak the St. George Cross, and, in a few minutes after, fired a gun across her bow, at the same time displaying the Confederate flag. The American colors were set and the ship hove-to, and a boat from the steamer went alongside. The steamer then came round and made sail for the Brilliant. We set our colors, and, on the steamer nearing us, fired a gun across our stern, when we hove-to. A boat was then sent alongside, with two officers and a boat's crew, all armed, and on their reach-

“ing the deck of the ship claimed her a prize to the Confederate steamer Alabama, Captain SEMMES, with orders for me to go in the boat to the steamer, with all my ship’s papers.

“On arriving on board, after waiting awhile, was asked in the cabin to have my papers examined. The ship not having any documents to prove that her cargo was on foreign account, the papers and cargo were confiscated. I was then ordered on board the ship to assist with my crew and boats in removing such stores and cargo as they wanted for their own use, and to bring my officers and crew, with but a small bag of clothing each, on board the steamer, as they would not be lumbered up with our baggage. On arriving back to the steamer with my crew, was ordered to the other vessel, which proved to be the ship Emily Farnham, of Portsmouth, New-Hampshire, Captain SIMMS, from New-York, for Liverpool. The ship was claimed as a prize, and the captain was on board the steamer having his papers examined.

“Documents being found among them to prove that his cargo was on English account, his ship was released.

“On board the steamer were the captains, officers and crews (fifty-four in all) of the whaling barks Virginia and Elisha Dunbar, of New-Bedford, captured and burned at sea. Both these crews, with those of the Brilliant, were put on board the Emily Farnham after being paroled.

“During the remainder of the day the steamer’s officers and crew were plundering the Brilliant of her cargo and stores, and every thing they chose to take. All of Captain HAGAR’s private property, such as his chronometer, sextant, barometer, charts, books, &c., and a large part of his clothing, were taken from him, the officers of the steamer claiming every thing. During the afternoon a large ship was in sight to the southward, heading to the eastward, and they had their eyes upon her. It was now nearly or quite calm, and continued so during the night. At sunset the Brilliant was fired; at 7 P. M. was in flames, fore and aft,

" the Emily Farnham lying about a mile from her. The ship continued to burn all night. In the morning the steamer was close at hand, and the ship seen the afternoon before had worked up to the burning wreck during the night, probably with the expectation of saving life, but at daylight found herself in the clutches of her destroyer! It continued calm nearly all day, and but a light air during the night. Towards midnight a bright light was seen in the direction of the steamer, and it is more than probable it was from the third ship.

" Three of the crew of the Brilliant (all Englishmen) volunteered on the Alabama. The Emily Farnham continued on her voyage, but having the officers and crews of three burned vessels (sixty-eight in all) besides her own, had not water enough. On the 6th inst. fell in with brig Golden Lead, of Thomaston, Captain SMITH, who kindly consented to take on board eight of the number. The remainder would be put on board vessels as fallen in with. The Brilliant was built by SAMUEL HALL, and launched at East Boston in November, 1860; was 839 tons register, and, with her freight and outfits, was valued at \$80,000; rated A 1. She was owned by Messrs. J. ATKINS & Co., of New-York, and Captain HAGAR. All the property Captain HAGAR possessed was in the ship, and not having the war risk in his insurance, has lost every thing.

" The Brilliant had no guns.

" The Brilliant had the following cargo :

" Flour,.....bbls.	5,231	Tallow,.....lbs.	27,424
" Wheat,.....bush.	30,456	Butter,.....lbs.	19,956
" Beef,.....tcs.	43	Lard oil,.....galls.	8,043
" Pork,.....bbls.	26	Cocoa,.....bags,	242
" Pork,.....tcs.	8	Bacon,.....lbs.	12,200
" Zinc oxide,.....casks,	4	Pork heads,.....hhds.	9
" Zinc oxide,.....bbls.	200	Staves,.....No.	8,640

" The following are the names of the vessels burnt by the Alabama as far as heard from :

" Ship Brilliant, of New-York.

" Ship Ocmulgee, of New-Bedford, whaler.

"Ship Benjamin Tucker, of New-Bedford, whaler.

"Ship Ocean Rover, of Mattapoisett, whaler.

"The ship, name unknown, destroyed the day after the
"Brilliant.

"Bark Virginia, of New-Bedford, whaler.

"Bark Elisha Dunbar, of New-Bedford, whaler.

"Bark Alert, of New-London, whaler.

"Schooner Altamaha, of Sippican, whaler.

"Schooner Weather-Gage, of Provincetown, whaler.

"Schooner Admiral Blake, of Sippican, whaler.

"Schooner Courser, of Provincetown, whaler.

"Schooner Starlight, of Boston.

"There were one hundred and ninety-one prisoners
"landed on the Island of Flores from the Alabama.

"*To the Editors of the New-York Journal of Commerce :*

"Gentlemen,—Please publish the enclosed description of
"the steamer, without one word being abridged, as the in-
"formation is invaluable to government and ship-owners
"generally. Every part of the vessel, from truck to keelson,
"is accurately and faithfully described, and she would be
"known, by referring to it, by any of our navy officers, or
"merchant ship-masters, that might fall in with her.

"GEORGE HAGAR,

"*Late Master of the Ship Brilliant.*

"DESCRIPTION OF THE CONFEDERATE STEAM PROPELLER

"ALABAMA.

"The Alabama was built at Liverpool or Birkenhead, and left the latter port
"in August last; is about 1,200 tons burden, draft about fourteen feet, engines
"by LAIRD & SONS, of Birkenhead, 1862. She is a wooden vessel, propelled
"by a screw, coppered bottom, about 210 feet long, rather narrow, painted
"black outside and drab inside, has a round stern, billet head, very little
"shear, flush deck fore and aft, a bridge forward at the smoke stack, carries
"two large black boats on cranes amidships forward of the main rigging, two
"black quarter-boats between the main and mizzen masts, one small black boat
"over the stern on cranes. The spare spars on a gallows between the bridge
"and foremast show above the rail. She carries three long 32-pounders on a
"side, and is pierced for two more amidships; has a 100 pound rifled pivot
"gun forward of the bridge, and a 68 pound pivot on the main deck; has

" tracks laid forward for a pivot bow-gun, and tracks aft for a pivot stern-chaser, all of which she will take on board to complete her armament. Her guns are of the Blakely pattern, and manufactured by WESLEY & PRESTON, Liverpool, 1862. She is bark rigged, has very long bright lower masts and black mast-heads, yards black, long yard-arms, short poles, (say one to two feet,) with small dog vanes on each, and appendant to the main studding-sail booms on the fore and main, and has wire rigging, carries on her foremast a square foresail, large trysail with two reefs, topgallant sail and royal. On the mainmast, a large trysail with two reefs and a bonnet. No square mainsail bent, topsail two reefs, topgallant sail and royal. On the mizzen mast, a very large spanker and a short three-cornered gaff topsail, has a fore and foretopmast staysail and jib. Has had no staysails to the main or mizzen masts bent, or royal yards aloft.

" It is represented to go thirteen knots under canvas and fifteen under steam. Can get steam in twenty minutes, but seldom uses it, except in a chase or emergency. Has all national flags, but usually sets the St. George's Cross on approaching a vessel. Her present complement of men is 120, all told, but is anxious to ship more. Keeps a man at the masthead from daylight to sunset.

" Her sails are of hemp canvas, made very roaching; the topsails have twenty cloths on the head and thirty on the foot. General appearance of the hull and sails decidedly English. She is generally under two topsails, fore and main topsails, fore and foretopmast staysails, sometimes topgallant sails and jib, but seldom any sail on the mizzen, except while in chase of a vessel. She is very slow in stays, generally wears ship. She was built expressly for the business. She is engaged to destroy, fight or run, as the case may be. She took her armament and crew, and most of her officers, on board near Terciera, Western Islands, from an English vessel. Her crew are principally English, the officers chivalry of the South.

" All the water consumed on board is condensed. She has eight months provisions, besides what is being plundered, and has about four hundred tons of coal on board.

" The following are the names of her officers:

" Captain SEMMES, Commander-in-Chief; First-Lieutenant, KELL; Second-Lieutenant, ARMSTRONG; Third-Lieutenant, WILSON; Fourth-Lieutenant, LOW; Sailing Master, SINCLAIR; Lieutenant of Marines, HOWELL, brother-in-law of JEFF. DAVIS; Corporal, FULLAM; Gunner, CURDY; Captain's Clerk, SMITH; Midshipmen, MAFFITT, SINCLAIR, BULLOCK; Chief-Engineer, FREEMAN; Carpenter, ROBINSON; Boatswain, McCASKIE; Doctor, Surgeon, &c., "unknown."

The resolutions I have to submit are the following, viz. :

Resolved, That this Chamber has heard with profound emotion the graphic account given by Captain HAGAR, of

the burning of his ship, "Brilliant," on the 3d day of October, instant, a portion of which is in the following words:

"At sunset the Brilliant was fired; at 7 P. M. was in flames fore and aft, the Emily Farnham lying about a mile from her. The ship continued to burn all night. In the morning the steamer was close at hand; and the ship seen the afternoon before had worked up to the burning wreck during the night, probably with the expectation of saving life, but at daylight found herself in the clutches of her destroyer! It continued calm during all day, and but a light air during the night. Towards midnight a bright light was seen in the direction of the steamer, and it is more than probable it was from the third ship."

Resolved, That in view of this atrocity, it is the duty of this Chamber to announce, for the information of all who are interested in the safety of human life—the life of shipwrecked passengers and crews—that henceforth the light of a burning ship at sea will become to the American sailor the signal *that lures to destruction*; and will not be, as in times past, the *beacon* to guide the generous and intrepid mariner to the rescue of the unfortunate.

Resolved, That henceforth, self-preservation will be the first dictate of prudence, as it is the "first law of nature;" and consequently, that the destruction of the "Brilliant" can be only characterized as a crime against humanity; and all who have knowingly and willingly aided and abetted, must be considered as participators in the crime.

Resolved, That this Chamber has not failed to notice a rapid change in British sentiment, transforming a friendly nation into a self-styled "neutral" power, the nature of whose neutrality is shown in permitting ships to go forth with men, and in permitting an armament to follow them for the detestable work of plundering and destroying American ships, thus encouraging upon the high seas an offence against neutral rights, on the plea of which, in the

case of the "Trent," the British government threatened to plunge this country into war.

Resolved, Further, that the outrage of consigning to destruction, by fire, without adjudication, British and American property together, is an aggravation of the offence against the rights of neutrals, and ought to be denounced as a *crime* by the civilized nations of the world.

Resolved, That this Chamber has heard, with amazement, that other vessels are fitting out in the ports of Great Britain, to continue the work of destruction begun by the "Alabama;" an enormity that cannot be committed on the high seas without jeopardizing the commerce and peace of nations.

Resolved, Further, that it is the duty of this Chamber to warn the merchants of Great Britain, that a repetition of such acts as the burning of the "Brilliant," by vessels fitted out in Great Britain, and manned by British seamen, cannot fail to produce the most wide-spread exasperation in this country; and, hence, they invoke the influence of all men who value peace and good-will among the nations, to prevent the departure of other vessels, of the character referred to, from their ports, and so to avert the calamity of war.

Resolved, That it is the desire of this Chamber, as it is the interest of all its members, to cherish sentiments of amity with the people of Great Britain, to maintain those cordial relations which have led to profitable intercourse, and to strengthen the ties that knit them together in mutual courtesy and respect.

Resolved, That copies of the foregoing preamble and resolutions be sent to the Hon. Secretary of State, and the Hon. Secretary of the Navy, of the United States, and to the Boards of Trade of London and Liverpool. And that the Secretary of State be requested to transmit copies of the same to the diplomatic agents of the United States, for distribution in other commercial countries.

The resolutions were seconded by Mr. CHARLES H. MAR-

SHALL, and supported by Mr. Low in the following remarks :

Sir,—I desire to say a few words in addition to these resolutions, and first, with regard to the destruction of the light-houses along our coast. In BLUNT's work, the *Coast Pilot*, that gentleman says, that the Eddystone light-house, in the English Channel, was commenced during the late war between England and France. Even in a time of war, as it then was, the French government gave instructions to the commanders of their naval forces in no way to interfere with, or molest, the workmen employed in prosecuting that work, but, on the contrary, to aid them if necessary. This was the course pursued by an enlightened nation towards a hostile power, to protect light-houses designed to preserve human life, the very opposite of that adopted at the South, the extinguishment of all the lights on the coast for the purpose of betraying vessels into shipwreck. With reference to the special point in the resolutions, that which concerns the cause of humanity, I will call your attention to this view of the case. Suppose, sir, that the Bremen steamer, the "Austria,"* which was burned a few years ago at sea, or a steamer like her, having four or five hundred lives on board, people of all nations, should now be crossing the ocean by the banks, or any central route, and take fire, what American ship could be expected to go to the burning vessel for the purpose of affording relief and succor to the unfortunate passengers and crew? Such a vessel, and every other ship that now rides the ocean, will, on the day of her

*The Bremen steamship Austria, from Hamburg, bound for New-York, took fire at sea, and was completely destroyed, on the 13th September, 1858. Of the 500 lives on board, about 60 were saved by the French bark Maurice. A Norwegian bark was presumed to have rescued some others the next day.

The British steamship Connaught, from Galway, bound for New-York, took fire at sea on the 6th October, 1860. The Minnie Schiffer, attracted by the flames, sailed to her rescue, and all the lives on board, 692, were saved by her.

distress, be regarded as a ship burned by a pirate, or Confederate privateer, if there be any distinction; as a decoy to lure to destruction, and will be shunned and avoided accordingly. I do not quote the evidence of Captain HAGAR on this point, with reference to any thing said to him by the captain of the Alabama. But we take the fact, that the destruction of his ship was reserved until the darkness, that her burning timbers might be a decoy, and bring other vessels to her rescue to share the same fate.

The conduct of the captain of the pirate to the crew of the captured vessels was most inhuman. The unfortunate men were clustered together on the deck, manacled, without room to lie down at night, or with only room for part of them, while the rest were compelled to stand; and in heavy weather they were continually washed by the sea—exposure and trials which only the stoutest and strongest men could endure. That is the way this pirate SEMMES treats the sailors of our captured ships. Captain HAGAR appealed to SEMMES to save the ship, as she was filled with a British owned cargo. His reply was, “Do you think I am only a damned fool, not to burn the ship?” taking upon him, as I apprehend, the risk of destroying British property, with the foreknowledge that the property thus destroyed would be paid for by the so-called Southern Confederacy. And thus he mingled all together in one common destruction.

This idea of adjudication over property on the ocean, owned by all nations, is the very offence for which we have been brought lately to the verge of war with Great Britain. No man’s memory—no American’s—the memory of no member of this Chamber, is so short as to have forgotten that occurrence or the nature of that difficulty.

In drawing up and asking the assent of the Chamber to the resolutions now submitted, I have been careful that they should not bear the impress of exaggeration. For this reason I have scrupulously forbore in the resolutions, or in the introduction to the resolutions, from saying a word

in relation to the manner in which Great Britain has foiled every effort of our government to protect its commerce from such enemies as the Alabama. The government, of course, is familiar with all the facts of the case. It knows, better than others not of the government can, under what circumstances the Nashville, the James Adger and the Tuscarora were permitted to leave English ports; how the two latter, United States government ships, were compelled to leave insufficiently coaled, and in an unfit condition for sea. The government and the country know under what circumstances these ships were compelled to leave English ports; circumstances and conditions, I venture to say, under which no British ship was ever compelled to leave our shores, for we still regard Great Britain as a friendly power. When British ships visit our harbors, coal and every necessary are as free to them as to our own.

To give you, sir, an idea of the sentiments of the American people, and of this Chamber, on this subject of neutrality, I will recall to your minds a circumstance which occurred seven years ago, in the year 1855, when Russia and Great Britain were at war. Fortunately, I have a record of the sentiments which this Chamber expressed at that particular time on the subject of neutrality :

You will not have forgotten, that in 1855, on complaint of the British consul at this port, to the British minister at Washington, a bark loading for China, (publicly advertised,) and receiving freight from various parties, was seized by the district attorney of this city, and kept in custody two days. Now, the detention of the bark MAURY for two days was not of any special importance; it subjected no one to any great inconvenience, for she was speedily released when all the facts connected with her seizure were stated. This Chamber, nevertheless, thought it derogatory to their body, that a vessel owned by one of its members, should be seized for an alleged offence against the neutrality laws of nations: and, sir, a committee was appointed to investigate all the circumstances of that case.

I will read from the report presented to the Chamber by Mr. JOHN A. STEVENS, the chairman of the committee, some extracts which seem applicable to the present case :

“ Our laws forbid the being concerned in fitting out any
 “ vessel to commit hostilities against any nation at peace
 “ with the United States. These laws are the well-known
 “ expression of public opinion, and the common consent of
 “ the country. They have been enforced, as occasion re-
 “ quired, against and in favor of all nations alike; against
 “ France, our earliest ally; in favor of Spain, when we had
 “ serious questions with her; against the weak and rising
 “ republics of the Continent; and now, without partiality or
 “ fear, against England, the most warlike and the most com-
 “ mercial of nations having relations with us. The Cham-
 “ ber of Commerce of New-York, holding these enactments
 “ binding, equally in law, honor and conscience, claim but
 “ a common right in asserting that a charge of violating
 “ them—a charge which they deem a disgraceful impeach-
 “ ment—should not be lightly made, nor without careful
 “ inquiry, against any of their members. The committee
 “ commend to the Chamber the adoption of the following
 “ resolutions :

“ 1. *Resolved*, That the Chamber of Commerce of New-
 “ York receive and adopt this report as a correct statement,
 “ and as containing the sense of this body on the subject.

“ 2. That no proper amends or apology have been made
 “ to A. A. LOW & BROTHERS, for the charges brought against
 “ them, which, if true, would have rendered them infamous;
 “ nor to the merchants of this city and country, so falsely
 “ and ignorantly assailed.

“ 3. That the merchants of New-York, as part of the body
 “ of merchants of the United States, will uphold the govern-
 “ ment in the full maintenance of the neutrality laws of the
 “ country; and we acknowledge and adopt, and always have
 “ regarded, the acts of the United States for preserving its
 “ neutrality as binding in honor and conscience, as well as
 “ in law; and that we denounce those who violate them as

“disturbers of the peace of the world, to be held in universal
“abhorrence.”

“All of which is respectfully submitted.”

JOHN A. STEVENS,	STEWART BROWN,
GEORGE GRISWOLD,	MOSES H. GRINNELL,
P. PERIT,	ROYAL PHELPS,
E. E. MORGAN,	ROBERT C. GOODHUE,
THOMAS TILESTON,	JAMES LEE,
CHARLES H. MARSHALL.	

Such, sir, was the judgment which this Chamber formed in times of peace, regarding a supposed breach of neutrality against Great Britain, and I apprehend, that this Chamber is called upon to justify and re-assert those sentiments now. I do not desire to bring any reproaches against Great Britain, but if it has concerned the honor of this Chamber to vindicate its character and dignity on a past occasion against assault, it certainly concerns it now, and it concerns the whole nation as well, to vindicate its character, not against assaults or offences, but in view of the startling fact now made known to us, that a steamer has sailed from a British port, which has burned and destroyed a dozen of our ships at sea, committing their crews to chains, and, in all respects, treating them in a cruel and inhuman manner. These things concern us, sir, as a nation, a yet great and powerful nation; nothing daunted, and in nowise deterred from asserting our rights and our dignity; and, sir, it also concerns Great Britain, as a civilized nation of the world, to see that there shall be no repetition of these outrages against the law of nations on the high seas. If, sir, the interests of peace are essential to Great Britain, it certainly concerns her. If the interests of humanity are of value to her people, it concerns Great Britain to see that these things are not repeated.

I do not make the charge against Great Britain that

she is herself fitting out these piratical vessels. But this I do say, that the departure of the Alabama, known as the "290," was as distinctly shadowed forth as if she had been publicly advertised in the papers to sail as a cruiser of the seas for the so-called Confederate States of America. I do not know, and therefore cannot say, on what authority it is alleged, that numerous other vessels are soon to follow the Alabama. But I do know, that it has been reported over and over again, and publicly reported, too, that other vessels are being built in the waters of Great Britain for the so-called Southern Confederacy. It is said, also, that a ram or iron-clad ship is being built for the rebel service; and to-day we read in the public papers, under telegraphic intelligence by the Bavaria, that the ship Iona, loaded with stores for the Confederate government, was accidentally sunk on the Clyde.

Now it cannot be said that the government of England, and the merchants of England, indeed, every body in England, are ignorant of this, or of the further fact, that vessels are to follow the Alabama and other privateers intended to operate against our commerce on the seas, when they leave the shores of England, with cargoes of arms, guns, and munitions of war, and crews made up of British subjects, all which are to be transferred to these piratical vessels for the purpose of destroying American ships and American commerce.

Therefore, I say that this Chamber ought publicly to express the opinion it set forth seven years ago, when the situation of the two countries was reversed, when England was at war and we were at peace. The sentiments we then expressed, when vindicating our character and our honor against unfounded aspersion, we may well, and should emphatically express as our sentiments to-day, and hold them out for the consideration of the people of England, with whom it has ever been our desire to live on terms of friendly intercourse. It will be for them to consider what impression it will make on the American mind that British

built ships, manned by British seamen, are sent out to burn and destroy our ships pursuing their legitimate courses upon the ocean, and to commit their crews to chains. And because the law of nations, more careful, it seems, of personal interests than the interests of humanity, has so shut these pirates out from the ports of every civilized country, that they cannot take in their prizes for condemnation in the rightful way of law, they must, therefore, condemn them by fire on the seas.

Sir, as a great commercial people, holding and anxious to hold friendly relations with the government and people of Great Britain, we have a moral right to present these views to the government at Washington, and to ask the Secretary of State for the United States, through our diplomatic agents abroad, to lay these resolutions before the governments and people of Europe, as containing the sentiments of this Chamber.

With these observations I ask the adoption of the resolutions.

The resolutions were unanimously adopted.

On motion of Mr. MARSHALL, the Secretary of the Chamber was instructed to send a copy of the resolutions to the President of the United States.

On motion of Mr. BIERWITH, Mr. Low was requested to prepare a copy of the remarks with which he supported the resolutions; and the proceedings were ordered to be printed.

JOHN AUSTIN STEVENS, JR.,
Secretary.

New-York, October 22d, 1862.

[Letter to the President.]

New-York, Oct. 22, 1862.

TO THE PRESIDENT OF THE UNITED STATES :

Sir,—I have the honor, under instructions of this Chamber, respectfully to transmit the accompanying series of resolutions, unanimously passed yesterday, at a special meeting, called “to consider what action, if any, should be taken in consequence of the burning at sea, by the steamer Alabama, of the ship Brilliant and other vessels,” and to request for them your consideration.

I am, with high esteem,

Your obedt. serv.,

JOHN AUSTIN STEVENS, Jr.,
Secretary.

[Letter from JOHN G. NICOLAY, Esq., Private Secretary to the President.]

EXECUTIVE MANSION, }
Washington, Oct. 29, 1862. }

Dear Sir,—The resolutions of the New-York Chamber of Commerce, transmitted by yourself, as secretary, under date of the 22d inst., were duly received some days since, laid before the President, and have been referred by him to the Hon. Secretary of State.

Your obedt. servt.,

JNO. G. NICOLAY,

Private Secretary.

JOHN AUSTIN STEVENS, Jr.,
Secretary.

[Letter to Hon. WILLIAM H. SEWARD, Secretary of State.]

New-York, Oct. 22, 1862.

Hon. WILLIAM H. SEWARD,

Secretary of State:

Sir,—I am instructed to transmit to you the accompanying series of resolutions, unanimously passed yesterday, by this Chamber, at a special meeting, called to “consider what action, if any, should be taken in consequence of the burning at sea, by the steamer Alabama, of the ship Brilliant and other vessels.”

I will shortly forward copies for distribution by the diplomatic agents of the United States abroad, as requested in the resolutions; and, in behalf of the Chamber, respectfully request that you will issue the necessary instructions to ensure their speedy transmission.

I remain, very respectfully,

Your obedient servant,

JOHN AUSTIN STEVENS, Jr.,

Secretary.

[Letter from Hon. WILLIAM H. SEWARD, Secretary of State.]

DEPARTMENT OF STATE, }
Washington, 27th Oct., 1862. }

TO THE CHAMBER OF COMMERCE OF THE STATE OF NEW-YORK:

I have the honor to acknowledge the receipt of the loyal, patriotic and humane resolutions of the Chamber of Commerce of the State of New-York, concerning the recent destruction of American vessels near the Azores, by pirates, who went out from the shores of a friendly nation, in violation of the restrictions prescribed by municipal as well as international laws. By authority of the President, the subject has been already commended to the attention of

the representative of the United States at London. The views of the Chamber of Commerce concerning the same will, with pleasure, be promptly made known to him and to the other diplomatic, as well as the consular agents of the United States residing in maritime countries.

I have the honor to be,

Your obedient servant,

WILLIAM H. SEWARD.

[Letter to Hon. GIDEON WELLES, Secretary of the Navy.]

New-York, Oct. 22, 1862.

Hon. GIDEON WELLES,

Secretary of the Navy :

Sir,—I am instructed to transmit to you the accompanying series of resolutions, unanimously passed yesterday, by this Chamber, at a special meeting, called to “consider what action, if any, should be taken in consequence of the burning at sea, by the steamer Alabama, of the ship Brilliant and other vessels.”

I have the honor to request for these resolutions your perusal and consideration, and am,

With great respect,

Your obedient servant,

JOHN AUSTIN STEVENS, Jr.,

Secretary.

[Letter from Hon. GIDEON WELLES, Secretary of the Navy.]

NAVY DEPARTMENT, }
November 1st, 1862. }

Sir,—I have had the honor to receive your communication of the 22d ultimo, covering a copy of the resolutions

unanimously adopted by the Chamber of Commerce of the State of New-York, in relation to the "burning at sea, by the steamer Alabama, of the ship Brilliant and other vessels," and thank you and the Chamber of Commerce, not only for the frank and patriotic expression of the views therein contained, but for the consideration and attention in communicating them to me.

I am, very respectfully,

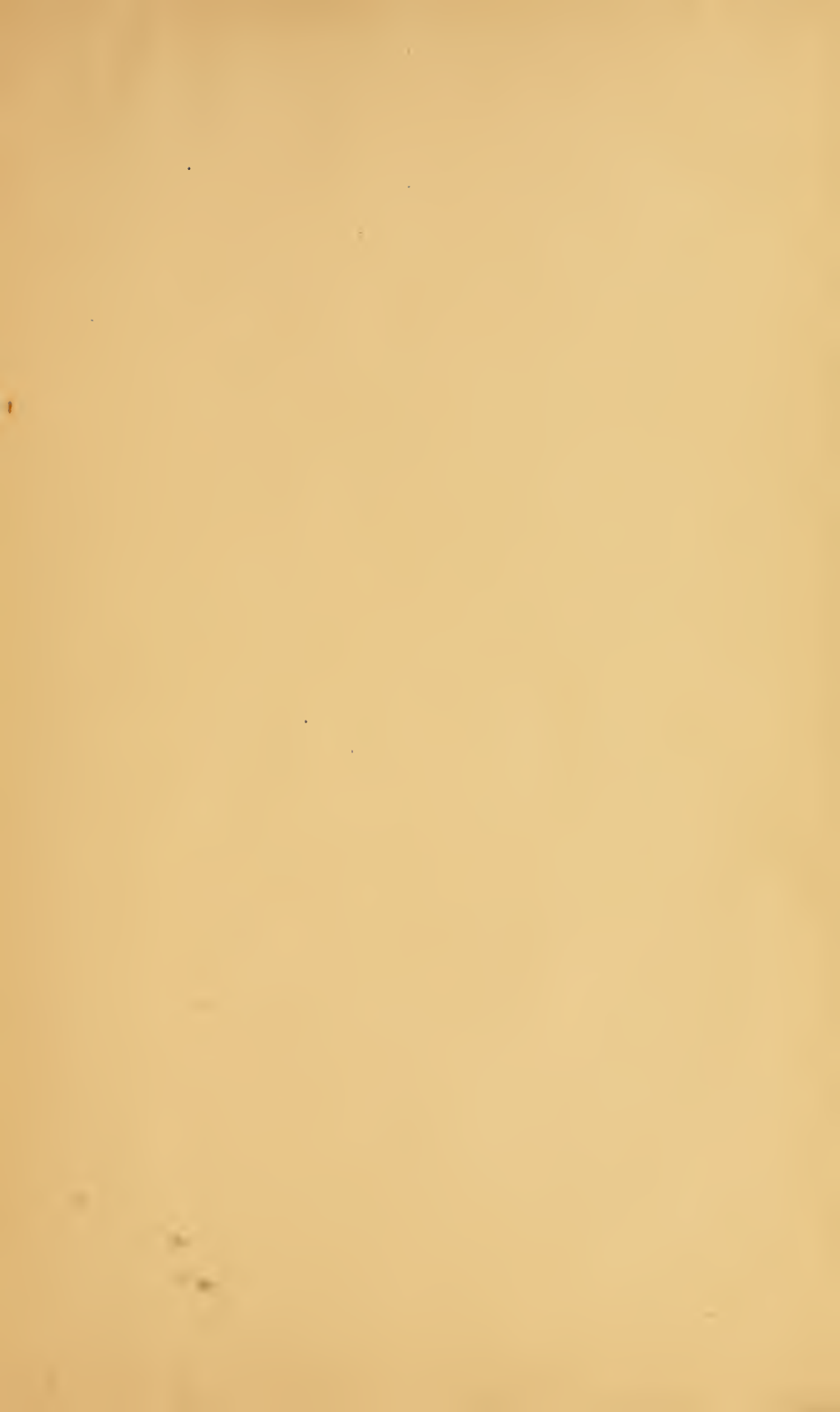
Your obedient servant,

GIDEON WELLES,
Secretary of the Navy.

MR. JOHN AUSTIN STEVENS, Jr.,

*Secretary of the Chamber of Commerce
of the State of New-York.*









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